M.O. 262A.

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MONTHLY SUPPLEMENT No. 2—MARCH, 1936

TO THE

MARINE OBSERVER—VOL. XIII, No. 121.

METEOROLOGICAL OFFICE
28 FEB. 1936
LIBRARY

NOTICES TO MARINE OBSERVERS.

SPECIAL REQUEST.

To the Captains and Observing Officers of the entire observing fleet.

Since July, 1925, from time to time, requests have been made in the "Marine Observer" for special observations of sea and swell, but up to the present insufficient have been received.

The Commanders of all observing ships, and for that matter of any ship and particularly medium sized and small craft, are earnestly requested to please have careful measurements of sea and swell made, under different conditions.

With this Supplement, a small supply of special forms (684) is being sent to every ship in the fleet list in the "Marine Observer." Further supplies may be had on application to the Port Meteorological Officers and Merchant Navy Agents.

Guidance for making the necessary observations is given on pages 52 to 55 of the Marine Observer's Handbook, Fifth Edition; and articles on the subject may be found in the July, 1925, and July, 1933 numbers of the "Marine Observer."

These observations are desired for the following purposes:—

(1) To provide heights for the Douglas Sea and Swell Scale, for the general use of all concerned.

(2) To provide information for shipowners, naval architects, ship surveyors, and all concerned for the purpose of improvement of the form, construction, and equipment of ships.

(3) To provide information to engineers for the purpose of improving methods of propulsion.

(4) For the information of airmen and aircraft constructors.

(5) For the purposes of science generally and meteorology in particular; with which to verify or modify existing wave theory, and to provide a basis upon which to extend research.

(6) For the general enlightenment of seamen themselves, with a view to providing all who command, officer, and navigate ships with improved information for all purposes of seamanship and navigation.

There is a great desire for this information, and the corps of voluntary marine observers is asked to make intensive efforts whenever opportunity offers during the next few months after the receipt of this notice, to make the measurements indicated on Form 684, and to return the forms completed with the M.L. or Form 911.

In the April, 1936 "Marine Observer" an article will be published entitled "The Observation of Wind Force at Sea." It is desirable that the criteria given in the Beaufort Scale of Wind Force should be modernized.

With this end in view, Captain Petersen, a German sailing ship master, has drawn up a scale of visible effects of the wind upon the sea; and the German Meteorological Office has put forward this scale for internationalization.

It is necessary that Captain Petersen's scale should be tested thoroughly in British ships. A preliminary test has already been made in 36 British observing ships, but a more general test and comparison is necessary.

The desirable information and forms, will be circulated to the observing fleet with the April, 1936 number.

These two series of observations are distinct, one from the other; but it will be a great advantage if sufficient measurements of sea and swell are received at the Meteorological Office for completing the Douglas Scale, before the amendments to the Beaufort Wind Scale are decided upon.

The scale referred to in Form 684 at "General State of Sea" or "Swell" is the Douglas Sea and Swell Scale.

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TYNE ... ... Captain J. J. MCEWAN, Marine School, South Shields.

DERELICTS AND FLOATING WRECKAGE.

Date	Position. Latitude.	Longitude.	Description.
NORTH SEA.			
15.2.36	55°50′N.	0°35′W.	Several waterlogged beams of wood about 40 ft. long and one foot square. Consider dangerous to shipping.
ENGLISH CHANNEL.			
9.2.36	49°47′N.	4°37′W.	Cargo washed overboard, dangerous to navigation.
18.2.36	48° 8′N.	5°28′W.	Conical light buoy adrift.
BAY OF BISCAY.			
16.2.36	45°10′N.	3°43′W.	Wreck of small steamer or motor boat. Dangerous to navigation. No crew on board.
NORTH ATLANTIC.			
1.2.36	51°12′N.	13°53′W.	Very large mooring buoy, painted red with heavy shackle attached. Dangerous to navigation.
North Atlantic—*continued.*			
3.2.36	37° 5′N.	23°37′W.	Abandoned barge marked "*Den Haag A.B. 144*" with motor boat on deck.
3.2.36	42° 1′N.	65°—′W.	Light and whistle buoy marked "*P.S.N.*"
4.2.36	42°33′N.	9°25′W.	Large tree drifting, dangerous to navigation.
8.2.36	45°19′N.	26°32′W.	Large rusty can buoy, surmounted apparently by a ring or mooring shackle.
10.2.36	49°50′N.	9°10′W.	Derelict schooner (*Jeanne*) also lifeboat of *Bellucia* which was abandoned.
14.2.36	29°29′N.	51°22′W.	Large iron tank about 10 ft. in diameter, projecting about 6 ft. out of water.
GULF OF MEXICO.			
6.2.36	27°42′N.	92°20′W.	Log about 50 ft. long.

CHART OF THE WESTERN NORTH ATLANTIC.

Showing the North Atlantic Lane Routes in force during MARCH as laid down by the Trans-Atlantic Track Convention. If at any time, owing to abnormal ice conditions, any alteration to the usual tracks is considered advisable by the track convention, particulars will be published on this chart. For full information concerning the North Atlantic Lane Routes see pages 73 and 74 of the April, 1935 number.

The periodic boundary within which ice has been observed is shown and a list of phenomenal positions of ice observed in the North Atlantic during MARCH is given. Ice sighted between FEBRUARY 1st and 25th, 1936 is indicated by symbol in the position reported, the figure giving the day of the month in February. Information regarding ice conditions in Greenland waters and the Gulf of St. Lawrence will be published when available. Coastal wireless stations, with their call signs, which transmit ice signals are indicated by the symbol ⊕

Ice symbols used on the chart:— Iceberg, growler, Field or other flat ice.

LANE ROUTES IN FORCE DURING MARCH.

(C) From 1st July to 10th April, inclusive.

(D) From 15th February to 10th April, inclusive.

Clarke City
Anticosti
Heath Pt. Lt. V.
Fame Pt.
Father Pt.
GULF OF ST LAWRENCE
NEWFOUNDLAND
C. Ray
Magdalen Is.
Grindstone I. VCN
St. Paul
St. Pierre
VON
VCE
Virgin Rocks
Quebec
Grosse I.
Prince Edward Is.
Breadalbane
VCO
Cape Breton
Sydney
VAS
Montreal
St. John
NOVA SCOTIA
Halifax
VCS
Lurcher L.V.
VGA
C. Sable
Sable Is.
Boston
New York
Nantucket Lt. V.
P. Amour
VCL
C. Norman
Belle Isle
VCI
Boundary within which Ice has been reported to the Meteorological Office MARCH 1901 - 1935.

PHENOMENAL POSITIONS OF ICE.

Date.	Ship or Source of Report.	Position. Lat.	Position. Long.	Remarks.
March 24, 1913	S.S. Floride	46°21'N.	34°05'W.	Berg 60 ft. high, 200 ft. long.
,, 20, 1915	S.S. Wanaby ...	36°55'N.	48°32'W.	Piece—supposed portion of a berg 5 ft. high, 60 ft. long.
,, 21, 1920	U.S. Hyd. Bulletin ...	38°02'N.	40°38'W.	3 ft. high, 30 ft. long.
,, 21, 1921	S.S. Hollandia ...	37°50'N	47°23'W	Berg

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CORRECTIONS

UP TO FEBRUARY 17TH, 1936.

MADE SINCE PUBLICATION OF THE JANUARY, 1936 MARINE OBSERVER AND SUPPLEMENT No. 1. FEBRUARY, 1936.

FLEET LIST.

Additions.		Deletions.		Alterations.			
Name of Vessel.	Met. Equipt.	Name of Vessel.	Met. Equipt.	Name of Vessel.	Met. Equipt.	Name of Vessel.	Met. Equipt.
British Colonel ...	M.	070*† Bayano	S.	Berengaria ...	S.	*to* 043†† Berengaria ...	S.
Camito	S.	134*† Esperance Bay ...	M.	Port Wellington...	S.	*to* 177*† Port Wellington ...	S.
Dunedin Star M.V.	M.	231*† Mahana	S.	Stirling Castle M.V.	S.	*to* 134†† Stirling Castle M.V.	S.
070†† Montcalm	M.-S.	177*† Mantola	M.	043*† Zealandic M.V. ...	S.	*to* Zealandic M.V. ...	M.L.
Scythia	S.						
Tynefield M.V. ...	S.						
231†† Vandyck	S.						

Copy of the form which has been circulated, vide special request overleaf, with this Supplement to all regular observing ships.

This form may be copied with advantage by any ship willing to assist.

Observations in ships of low freeboard are particularly desired outside the regular observing fleet.

FORM 684.

METEOROLOGICAL OFFICE—AIR MINISTRY, LONDON.

SPECIAL OBSERVATIONS OF SEA AND SWELL.

Marine Observers are invited to make measurements of sea and swell, under varying conditions, upon the lines suggested in the "Marine Observer's Handbook."

The observations are as follows:—

S.S..... Captain.....

Observer.....

From..... To .....

Date..... Time of Observation.....

Latitude..... Longitude.....

True Course..... Speed in Knots.....

If hove to, True Direction of Ship's Head.....

Wind at time of observation—True Direction.....

Force by Beaufort Scale.....

Depth of Water in Fathoms (Approx.).....

Element observed, Sea or Swell? .....Very important.

Height of Waves in Feet.....

Length of Waves in Feet.....

Period, True..... seconds.

Velocity, True.....

True Direction from which the waves come.....

General State of Sea—True Direction.....

Amount of Disturbance by Scale.....

General State of Swell—True Direction.....

Amount of Disturbance.....

Remarks (including methods of measurement adopted, degree of reliability, number of waves actually measured, variability of dimensions, etc.).....

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Note.—Only *actual measured observations* should be entered.

It is requested that this form, when completed, be forwarded to the Meteorological Office with the next meteorological log or report.

DESPATCH OF INFORMATION REQUIRED IMMEDIATELY FOR THE CONDUCT OF THE WORK AT SEA.

Shipowners, Marine Superintendents and all concerned in the despatch of mails to Ships abroad are asked to kindly facilitate the despatch and delivery of postal matter received at their offices from the Meteorological Office and Air Ministry Publication Depot to their Ships abroad.

This matter addressed to the Commanders of Ships contains information which is required for the Conduct of Marine Meteorological Work at Sea and is most effective if received by the Commanders at the earliest possible date.

Much of the information referred to is published in the MARINE OBSERVER and Supplements, and is of a seasonal nature. This journal also contains advice to Regular Observing Ships which enables them to perform voluntary service by Wireless Communication for the benefit of all shipping.

AVOID UNNECESSARY DUPLICATION OR MULTIPLICATION OF VOLUNTARY WORK AT SEA.

The special attention of commanders of British ships is invited to THE MARINE OBSERVER'S HANDBOOK (1930) p. 10, paragraph 5 which reads as follows:—

> "All observations are available by mutual arrangement for exchange with colonial and foreign meteorological services, and are, therefore, made according to agreement reached through the International Commission for Marine Meteorology."

In order that voluntary meteorological work at sea should not be duplicated or multiplied, it was agreed in 1929 by the International Meteorological Conference that ships should only be asked to make written returns of routine observations to the Weather Office of the country in which they were registered. The Selected Ship System was agreed to internationally in order to secure better organization, uniformity of practice and prevention of unnecessary work being imposed upon the Commander, Officers or Wireless Operators of ships.

Commanders of British observing ships are accordingly requested to send in their written returns regularly through the appropriate Port Meteorological Officers and Agents or direct to the Meteorological Office, London (as indicated on those returns) and to adhere as far as possible to the advice given them, for the conduct of the work, in THE MARINE OBSERVER. The Commanders of British Observing Ships are advised to refer requests for written observations from other state institutions to the Meteorological Office, London.

LATE NOTICES

The April, 1936, Number will be published on March 25th, 1936.

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